

APPROVED

SPRINGETTSBURY TOWNSHIP
PLANNING COMMISSION
DECEMBER 21, 2023

MEMBERS IN

ATTENDANCE: Tim Staub, Chairman
Mark Robertson, Vice-Chairman
Charles Stuhre
James Tanzola

ALSO IN

ATTENDANCE: Randall Heilman, Director of Community Development
John Luciani, Township Engineer/Deputy Zoning Officer
Charles Rausch, Esq., Solicitor
Jill Trostle, Stenographer

1. CALL TO ORDER

A. Pledge of Allegiance

Chairman Tim Staub called the meeting to order at 6:00 p.m. and led the Pledge of Allegiance.

2. ACTION ON THE MINUTES

A. NOVEMBER 16, 2023

James Tanzola moved approval of the minutes of November 16, 2023, seconded by Mark Robertson. All Board members present voted in favor and the motion carried.

3. BRIEFING ITEMS

CU-2023-0002 - Shiny Shell Car Wash, 3021 E. Market Street

Mr. Heilman provided an introduction to the conditional use application for a proposed car wash submitted by Nick Ord. The existing site is located in the Town Center Overlay, is zoned Commercial Highway, and served by public sewer and water. It consists of several buildings and is currently utilized as Hotel/Motel Low Rise use. The applicant proposes to demolish all existing structures, impervious surfaces and accessory structures to build a 5,174 square foot automatic car wash with 21 vacuum stations, a playground for children, access driveways and supporting accessory structures. Access to the site is proposed to right-in/right-out onto East Market Street. First Capital Engineering (FCE) reviewed the documentation submitted and their report was provided in the agenda packet for the Commission's review. A representative of Pennoni Associates was present to review the project.

Chris Koonz, Pennoni Associates

Mr. Koonz stated the conditional use application was presented as a briefing item in order to solicit feedback from the Planning Commission. Mr. Koonz introduced Nick Ord who presented background information on Shiny Shell and an overview of the proposed car wash operation.

Nick Ord, Shiny Shell Car Wash

Mr. Ord noted that a time extension was granted; however, he was hoping to get additional feedback from the Planning Commission to be better prepared to return with a more complete plan in January. Mr. Ord presented photographs of an existing Shiny Shell Car Wash for reference. Shiny Shell is an express

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premium car wash that uses state-of-the-art automatic equipment on a conveyor belt which allows the customer to remain in the vehicle. The conveyor system pre-soaks, brushes, washes, waxes and dries the car. When the car wash cycle is completed, the customer may pull into the centralized vacuum system, which is provided at no cost with a paid car wash. The site includes a drive-through style payment lane with a drive up window and automatic kiosk, as well as an escape lane in the event a car in the queue cannot go through the car wash. The operation will include license plate reading cameras. A major portion of the business is based on a membership model that allows the member to visit the site as many times as they wish for a monthly fee. Memberships may be used at all Shiny Shell Car Wash locations. The car wash itself takes 2.5 minutes from start to finish. The company is family friendly and provides a members' lounge with free beverages, as well as a fenced-in playground for the kids. The company is not a franchise, but owns and operates its facilities by hiring general managers to operate each site. The company partners with the local community on fundraisers and is environmentally conscious, recycling water and using safe chemicals. There are two existing operations and four others under construction, including one in Manchester Township.

Mr. Koonz reported the applicant proposes to re-develop the existing 1.96-acre property located at 3021 East Market Street. The existing site consists of several buildings and is currently utilized as a Hotel/Motel Low Rise use. The applicant is proposing to demolish all existing structures, impervious surfaces, & accessory structures to build a 5,174 +/- SF automatic car wash, including twenty-one (21) vacuum stations, playground for children, access driveways and supporting accessory structures. An additional parking expansion is being shown for the future construction of six (6) additional vacuum stations should additional stations be needed to meet demand. Stormwater management shall be controlled using underground detention facilities. Utility services including water, sewer, electric, and gas shall be provided by public utility companies. Access to the site is proposed to be a right-in / right-out onto East Market Street. The rear portion of the site contains heavy vegetation and woods that will be removed for possible future development if expansion is needed. From a site flow perspective, the site presents unique challenges because it is deep and narrow. Some of the issues include a Verizon Commercial building on the right side which encroaches over the property line, creating a hardship that needs to be considered. The front of the site does have some rise. The lot is the last available site in the Town Center Overlay district. Mr. Koonz highlighted some of the modification waivers requested: the buffer yard requirements, main building setback and entrance orientation.

- a. § 289-35.C - Landscape Buffer Yard Requirements
- b. § 281-12.A(2)(b) – Volume Controls
- c. § 281-13A – Rate Controls
- d. § 325-199.C – Main Building Setback along the north side of East Market Street
- e. § 325-200.G(1) – Entrance orientation of public buildings
- f. § 325-202.C(6) – Clear Sight Triangle
- g. § 325-204 – Public Plaza
- h. § 325-205.C(1) – Street Tree Planting Location

In conjunction with the modification to the buffer yard requirements, the applicant proposes a PC privacy fence be used as a buffer. A modification is requested for the entrance orientation because the site is not going to be used by pedestrians. Mr. Luciani has suggested a sidewalk connecting to the entrance; however, the applicant believes this is unnecessary since pedestrians will not be entering the site without a vehicle. Mr. Staub noted it is past practice for buffer yard requirements to be placed elsewhere on the property if buffers cannot meet the zoning requirements. Mr. Stuhre agreed that the lot has unique challenges and the car wash operation is more of a drive-through and not the typical retail establishment,

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both of which should be considered. Mr. Stuhre commented that the proposed plan represents the best scenario possible to meet the unique characteristics of the lot.

Questions of the Planning Committee

Mr. Tanzola asked how non-members are prevented from using the free vacuums. Mr. Ord responded that it is possible that a non-member could use the vacuum but it does not happen often.

In response to a question by Mr. Staub, the site employs three to five employees for a typical shift. Hours of operation are 7 am to 8 pm. Employees park in the rear of the property or in the vacuum stalls when it is not busy.

Mr. Staub asked if the car wash cycle can be calibrated for different speeds and Mr. Ord responded the speed is controlled by the conveyor, but is rarely modified. The system is capable of processing 100 cars per hour, but the typical car wash speed used is less than full capacity.

Mr. Stuhre asked if an attendant will be on duty so that a child cannot wander into the playground unattended. Mr. Ord responded there are two attendants on duty and typically children do not enter the playground unless the parents choose to use the vacuum area. Parents are required to walk their children to the playground and return to pick them up.

Mr. Tanzola expressed agreement that the proposed utilization of space is perfect for the narrow lot.

Mr. Staub asked the applicant to consider a formalized crosswalk or striped area for pedestrians.

Mr. Staub's biggest concern is the backup of cars in the drive through lane that may occur and create the necessity for the police force to be used to direct traffic if the waiting line goes into the street. If the cycle speed could be modified during these times for faster processing, it would be helpful. Another concern is the ability for vehicles leaving the wash area to turn left into the vacuum area if the drive through lane is backed up.

Mr. Robertson asked how long a customer spends vacuuming, to which Mr. Ord responded on average 7-10 minutes. Mr. Robertson expressed concern about the ability of vehicles to back out of the vacuum stalls if the drive through is backed up. Mr. Koonz responded that if the Township considers modification to the setback, this would allow the main building to be moved back, creating more space near the entrance for movement in and out. Mr. Stuhre suggested the parking stalls be angled.

John Luciani, Interim Deputy Zoning Officer

Mr. Luciani met with the applicant earlier in the week. The applicant did submit an application to PennDOT who has determined a traffic study is not needed. The right in/right out requirement will help with congestion, but there may still be a bottleneck in this area. Mr. Luciani believes this is more an internal problem that should be addressed by car wash staff. Mr. Staub noted that the shrubbery requirement prevents visibility to see how many vehicles are in the queue and suggested that removal of the buffer requirement be considered. Mr. Staub asked the applicant to report back on how many vehicles can be in the queue at one time.

SD-2023-0002 - Preliminary Druck Valley Road Subdivision Plan

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Mr. Heilman reported this case was presented previously as a sketch plan months ago. There has been additional work since it was last presented; however, the general plan is similar to the first presentation. On November 16, 2023, Montrose Environmental Group submitted a Preliminary Subdivision Plan on behalf of Beacon Druck Valley Road, LLC to subdivide a total of 57.33 acres into 85 single-family lots and five recreational lots, one easement lot and one existing lot off of Druck Valley Road. The proposed development is zoned R-10 and R-20 – Medium & Large Lot Single-Family Residential Districts. The applicant is requesting five modifications/waivers and will need to comply with a total of 55 land development standards. The applicant was present to provide an overview of the project with the intent to return to a future meeting with a revised plan that will address all comments, concerns and land development requirements.

John Wilson, C.J. Law Firm

Mr. John Wilson was present to represent Beacon Druck Valley Road, LLC. He was joined by Mr. Bob Miller, Mr. Ray Rice, Francis Greene, professional engineer with Montrose Environmental, and Mr. Dan Thornton, a traffic engineer with TRG. Representatives of the applicant were present to review modification/waivers, discuss two miscellaneous matters regarding the subdivision (recreational area and land swap), and solicit feedback from the Planning Commission so that the plan can be revised as needed.

Francis Greene, Professional Engineer

This proposed project is about 75 acres and exists within two zoning districts, R-20 and R-10. It is situated on top of a hill and includes the development of a subdivision with single-family housing and road access from Druck Valley Road. Additionally, there are four cul-de-sacs and one entrance to the subdivision. There are existing residences in the middle of the site. Five recreational areas are proposed. Lots will have access to public water and sewer. The proposed sanitary sewer is a combination of a gravity line and low-pressure line to connect to the existing sanitary sewer line on Druck Valley Road. The proposed water line will connect to the water main on Druck Valley Road. The grinder pumps will be maintained by either the individual landowners or HOA. All roads within the development will be maintained by the HOA. Mr. Greene briefly reviewed the modification/waivers requested.

1. § 289-11.B – Sheet Size of 24”x36” - 30”x42” is proposed to provide more detail.
2. § 289-41.A(6). – Subdivision Shall Have at Least Two Points of Access - One of the access roads will be removed because PennDOT will allow only one main access point and one emergency access. The entrance on Radio Road will be maintained, but the entrance will be gated and used for emergency access only due to the lack of visibility to safely make a left turn. Mr. Thornton noted that PennDOT was adamant about only one permanent access due to the concerns around Radio Road’s site distance. The solution was to make it an emergency access only, forcing everyone to use the new main access.
3. § 289-41.K(6). – Cul-de-sac Length of 600’. - The plan proposes loops throughout the site
4. § 281-15.C(3)(a). – Maximum Impervious Loading Ratio of 5:1 Relating Impervious Drainage Area to Infiltration Area
5. § 281-15C.(3)(b). – A Maximum Total Loading Ratio of 8:1 Relating to total Drainage Area to Infiltration Area

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Questions of the Planning Commission

Mr. Robertson asked if the roads would be built to Township standards, to which Mr. Luciani responded yes. Mr. Robertson asked if there would be terms and conditions for the owners to maintain the roads, to which Mr. Greene responded all terms and conditions would be included in the HOA documents.

Mr. Robertson asked if Radio Road is part of the land to be purchased to which the response was yes.

Throats to the cul-de-sacs are 800 feet and 100 feet.

Mr. Stuhre asked if turning radiuses are adequate for waste removal vehicles to maneuver. Mr. Greene responded the cul-de-sacs are designed per code and will allow maneuvering for fire trucks which are larger than snow removal trucks.

Mr. Stuhre asked who would be responsible for snow removal. Mr. Greene responded the HOA would be responsible for snow removal. Mr. Stuhre suggested homeowners need protection in the event of failure of the snow removal company to remove snow, so there should be a secondary snow removal company on call. Mr. Robertson noted that snow can be pushed only so far and it is important to have a reputable contractor to ensure emergency vehicles will be able to access the development in an emergency. Mr. Ray Rice, a principal for the applicant, addressed concerns related to the HOA. Any homeowner who purchases one of the homes will be given an HOA statement which spells out the obligations that the HOA is undertaking, and snow plowing is a major component. The HOA is operated by a management company who establishes an annual maintenance budget. Integra Management is typically used, has been in operation over 30 years and handles multiple HOAs. Mr. Rice stated snow plowing within the management agency is usually better in terms of response and cleanup than the Township. Mr. Greene confirmed and demonstrated areas on the site to which snow can be pushed but this will be reviewed further.

Mr. Staub asked if storm water would be the responsibility of the Township or HOA. Mr. Rice responded that stormwater management would be maintained by the HOA, as well as the utility systems. Mr. Robertson stated the terms and conditions need to be written in perpetuity to apply no matter who owns the property. Mr. Rice stated the HOA documents would have to be submitted for approval to the municipality and the municipality will raise concerns that have to be addressed. All homeowners will have a deed and it will be mandatory to be part of the HOA. The HOA payment will be modeled on an annual basis by the management company.

Attorney Rausch asked if the plan would be phased, to which Mr. Greene responded yes.

Mr. Greene reported two of the recreation areas would be open fields. Recreation area plans will be presented to the Parks and Recreation Board. Mr. Staub responded that the Planning Commission would default to the Parks and Recreation Board for those areas.

4. ACTION ITEMS

LD-2023-0003 - Molimo Industrial Parking Lot Expansion, 1410 Eden Road

Mr. Heilman provided an overview of the plan, which was presented to the Planning Commission previously. On September 15, 2023, Site Design Concepts, Inc., submitted a Preliminary/Final Land

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Development Plan for an Industrial Parking Lot Expansion on behalf of Molimo, LLC. The project is located at 1410 Eden Road, York, PA 17402. The purpose of the plan is to create additional parking on-site and stabilize the industrial testing areas to include related improvements such as landscaping and stormwater management in the parking lot. The project site is an existing 9.089-acre parcel with 29 parking spaces and proposes to expand parking to 114 parking spaces. The proposed development is zoned GI – General Industrial. A staff meeting was held a couple days ago with the applicant to review the floodplain issues and stormwater management, as well as other issues. It is Mr. Heilman’s understanding that the applicant is looking for a recommendation on the waivers only this evening and not the entire plan, with the intent of going to the Board of Supervisors’ meeting to solicit further information on the waivers requested in order to determine the project’s viability. Neil Metzger with Site Design Concepts was present to review the project.

Neil Metzger, Site Design Concepts

Mr. Metzger stated some of the waiver requests will have significant cost implications; therefore, the applicant wishes to confirm action on the waiver requests before moving forward with the entire plan. The stormwater issues will be addressed with Mr. Luciani at a later date. It is the applicant’s opinion that Section 289-21 requirement for a Traffic Impact Study is unnecessary and would create an unnecessary cost because a traffic impact study is based on the square footage of building construction and no building is being constructed. Mr. Metzger noted that significant traffic studies have already been completed by some of the larger properties in the area and there appears to be adequate capacity at the US 30 intersection. Mr. Staub also noted that the overall area has been studied for traffic purposes. Mr. Luciani reiterated that the site has been repurposed from the former 84-Lumber. This operation is a testing facility office that does not have retail customers coming to the site. The existing building is not being expanded; therefore, the only way to project traffic is by comparing building square footage. Mr. Luciani agrees that the waiver is not needed and could be removed. Upon resubmission of the plan, Mr. Luciani will not require a waiver for 289-21.

Mr. Metzger referenced ordinance 289-32A requiring sidewalks on both sides of all streets. The applicant is agreeable to placing a note on the plan if the Township at some point in the future deems that public sidewalks are warranted and should be installed along Eden Road. With the current topography, the cost of installing sidewalks that would rarely be used is an unnecessary significant cost. Mr. Staub noted that PennDOT does not recommend sidewalks along Rt. 30. Mr. Robertson also noted that in previous cases where topography was an issue, the sidewalk requirement was waived. Mr. Rausch noted that the Board of Supervisors support sidewalks. Mr. Staub asked if the applicant would be amenable to some sort of striking to get across the street from the office building. Mr. Metzger responded this was discussed, but there is a concern to provide a protected area for low pedestrian traffic in high traffic areas. Mr. Luciani stated the Planning Commission may not want to consider this due to the ADA component.

Waiver 289-36 requiring streetlights was discussed. There are currently no streetlights along the side of the Post facility development. The applicant would like a similar modification to the streetlight requirement.

Section 289-35A requiring landscaping and buffer yards was discussed. A modification/waiver is requested for the streetscape buffer yard requirements. Landscaping is proposed along Eden Road in areas that do not impact the existing billboard on the southeast corner of the property. No landscaping is proposed along Rt. 30 or other areas of the property. The current site has no streetscape buffering and no interior landscaping. The applicant proposes to improve the property and make streetscape buffering improvements to areas that make sense. There is 25 feet of grade difference between Rt. 30 and the area on the south side of the

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building, so any landscaping in that location cannot be seen from Rt. 30. Landscaping in that area would also block visibility of the current billboard.

In regard to Section 281-15.B(1)(i) related to stormwater, the applicant plans to meet with the Conservation District to discuss floodplain development and work out a plan.

A modification waiver is requested for the construction of six inch curbing in lieu of eight inch curbing. Mr. Staub noted that historical precedence has been established to allow this waiver.

The operating hours are 7 am to 4 pm and the business is rarely open during dark hours, so no new site lighting is proposed. There are currently three light poles to light the area in front of the building. A waiver may be submitted later for the photometric plan.

In summary, sidewalks, landscaping and streetlights are the main waivers that would have significant costs associated with them if modification/waivers are not approved.

IN THE CASE LD-2023-0003, MR. ROBERTSON RECOMMENDED THE FOLLOWING MODIFICATION/WAIVERS FOR APPROVAL: DELETE THE MODIFICATION/WAIVER FOR §289-21 TRAFFIC STUDY; APPROVE A MODIFICATION WAIVER WITH A SIX MONTH NOTE ON THE PLAN FOR §289-32.A - SIDEWALKS; APPROVE MODIFICATION/ WAIVER FOR §289-35.A LANDSCAPING/BUFFER YARDS FOR THE CURRENT PLAN DESIGN; AND APPROVE WAIVER TO §289-36 - STREETLIGHTS. MR. TANZOLA SECONDED THE MOTION. THE MOTION PASSED UNANIMOUSLY.

CU-2023-0003 - Mount Zion Commons

This agenda item was removed from this evening's agenda prior to the meeting; however, the attorney representing the client was present to briefly speak about it. Mr. Heilman reported that the applicant recently received comments from the Township on this matter.

Stacey MacNeal, Barley Snyder

Ms. Stacey MacNeal and John McKenna, Madison Development Group, attended the meeting representing the Mount Zion Commons project. Ms. MacNeal reported that comments were just received from the Township staff on Monday, December 18, 2023, related to the conditional use application. The attorney met with the development team on December 20, 2023 to review the comments. The development team will add more detail and supplemental information to the plan in preparation for the January Planning Commission meeting. Ms. MacNeal welcomed additional comments and questions from members of the Planning Commission. Mr. Staub confirmed that Ms. MacNeal was aware of the upcoming submission deadline for the next Planning Commission meeting. Mr. Heilman will share any and all information received for this project with the Planning Commission members. Attorney Rausch asked if a time extension was requested, to which Ms. MacNeal responded that a time extension was submitted for the January 25, 2023 Planning Commission meeting, and Mr. Heilman confirmed receipt of the time extension.

Public Comments on Mount Zion Commons

The following members of the public provided comments related to the proposed Mount Zion Commons application.

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Bill Walker, 18 Mt. Zion Road

Mr. Walker has resided for 29 years at 18 Mt. Zion Road, which is located across the street from the proposed Mt. Zion Commons. Mr. Walker has seen a lot of changes over those years. Twenty-nine years ago there were only two lanes, which are now seven lanes. Mr. Walker is concerned about the additional traffic that will be created by the project, as well as the additional potential for vehicle accidents, which already occur monthly. Mr. Walker stated it will cause pedestrian problems, more traffic problems, and street lights and traffic lights will be shining into his home. Mr. Walker shared that these problems will not only affect him, but will also affect the surrounding residents.

Steve Smith, Pleasant Valley Road

Mr. Steve Smith lives on Pleasant Valley Road and his main concern is setting a precedent allowing the location of gas pumps in the front yard of a business. It is Mr. Smith's opinion that the Town Center Overlay has been disregarded since it was adopted in 2010.

Lisa Garlic, 15 Mt. Zion Road

Ms. Lisa Garlic and her husband have a ministry at 15 Mt. Zion Road. Her main concern is about the traffic at this location, noting there is already so much traffic. She shared that the Commons will result in more people and unbearable traffic. She further stated it is already difficult to get in and out on Mt. Zion Road. She has volunteers that come to the ministry for training and the additional traffic will create an even greater inconvenience and negatively affect their life. The overhead lighting, additional population and crowding will be miserable, and Ms. Garlic hopes the project does not happen.

Lisa Dumps, 73 Mt. Zion Road

Ms. Lisa Dumps has lived at 73 Mt. Zion Road for 30 years, located at the corner of Eisenhower and Mt. Zion Road. Ms. Dumps reported that cars are constantly rear-ended trying to enter in and out of the apartment complex. Ms. Dumps has had vehicles come into her yard trying to avert hitting other cars. She feels the development will make the traffic horrible and the light from the parking lights terrible. In addition, if the roads are widened again, she will lose more of her front yard and may be forced to install sidewalks. She is opposed to the apartment building, the 16 pump gas station, the lighting and three restaurants. Surrounding community members will no longer have privacy because the residents in the new four-story apartment building will be able to look down upon them. Ms. Dumps does not want to see any more changes to the area and shared there is enough shopping, retail and gas stations. She referred to the Galleria Mall, which is nearly empty on the first floor now. She is also concerned about the increase in traffic and accidents. It is Ms. Dumps' opinion that the developers who buy up all the houses for future development are only concerned about money and there is no concern for the residents in the community.

Becky Roman, member of the Historic York Board

Ms. Roman is a board member of Historic York. Their future offices are in the Strickler Family Farmhouse. Ms. Roman spoke to the historic properties associated with the Mt. Zion Commons development. Bloomingdale is on the Township's list of historic and significant properties, as well as the Modenaire Motel. Ms. Roman also shared that the development of the Shiny Shell Car Wash will also eliminate another historic property - Barnhart's Motel. Both motels are from the period when the Lincoln

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Highway was the equivalent of interstates 80 or 83. Ms. Roman asked if the applicant had already applied for an occupancy permit through PennDOT, noting that PennDOT is required to consider historical properties in their decisions. Mr. Luciani responded they have applied for a traffic impact study. Mr. Luciani shared that developers do not have the same mandates as PennDOT. Ms. Roman asked the Planning Commission to consider historic properties in their decision and thanked the Board for their time.

5. MODIFICATION/WAIVER RECOMMENDATIONS

There were no modification/waiver recommendations to be presented.

6. INFORMATIONAL

There is a Springettsbury Township Comprehensive Plan Steering Committee meeting on January 3, 2024 from 6-7:30 pm. The meeting will be virtual via Zoom to review the Draft Comprehensive Plan, the Community Survey results and the summary of the Community workshop. Mr. Stuhre shared that Marion Hall will present 70+ pages of survey results and recommendations going forward. The meeting is not open to the public.

7. NEW BUSINESS

No new business was presented.

8. OTHER BUSINESS

No other business was presented.

9. ADJOURNMENT

CHAIRMAN STAUB ADJOURNED THE MEETING AT 8:00 P.M.

Respectfully submitted,

Secretary
/jht